

# **New Hampshire Department of Transportation**

**2022-2023 Budget**

**House Finance Division II Work Session**

**March 5, 2021**

# History of Road Toll and Motor Vehicle Fee Revenues

(In Millions)															
Updated 1/14/2021															
		A	B	C	D	E	F	G	M	H	I	J	K	L	
Source:	CAFR (Business License Taxes (Road Toll) - Restricted & Unrestricted)	(SOA AU 2943 Expense+ AU 8910 class 414)	(SOA Org 3039 Revenue)	(SOA AU 8910 Revenue less class 414 expense)	CAFR	CAFR (Motor Vehicle Fees - Restricted & Unrestricted)	(E+F)		CAFR (Fines, Penalties & Interest- Unrestricted) No block grant applied	(SOA AU 3018/2939 Expenses less OIT, + Direct Appropriations from CAFR Expenditures)	(D+G+H+M)	(A+F)/(A+F+D+G+M)	(H/(A+F+D+G+M))	(I/(A+F+D+G+M))	
Schedule:		Surplus	Restricted	Restricted	Surplus		Surplus	Surplus		Surplus	Surplus				
Fiscal Year	22.2¢ Total Gas Tax (A+B+C+D) (Note 7)	2.7¢ (12%) Block Grant Aid A&B	2.6¢ Betterment (Note 2)	3.7¢ SB 367 Gas Tax	13.2¢ State Gasoline Tax	Motor Vehicle Fees	12% Block Grant from Motor Vehicle Fees	88% Net Motor Vehicle	Motor Vehicle Fines	Hwy Funds Available to Other Agencies	Highway Fund Balance for NHDOT	% for Muni's	% for Other Agencies	% for NHDOT	
1999 (2)	133.3	14.6	13.5	0.0	105.2	66.3	8.0	58.4		42.2	121.4	12.1%	22.7%	65.2%	
2000	136.0	15.0	20.0	0.0	101.0	69.9	8.4	61.5		46.9	115.6	12.0%	25.2%	62.2%	
2001	139.8	16.4	20.3	0.0	103.1	72.1	8.6	63.4		48.2	118.4	13.1%	25.1%	61.8%	
2002	142.8	15.6	21.1	0.0	106.1	83.7	10.0	73.7		52.1	127.7	12.5%	25.3%	62.2%	
2003	145.6	16.8	21.4	0.0	107.4	87.7	10.5	77.2		54.5	130.0	12.9%	25.7%	61.4%	
2004	152.0	16.4	22.1	0.0	113.5	89.9	10.8	79.1		57.2	135.4	12.4%	26.0%	61.6%	
2005	154.6	18.3	22.6	0.0	113.7	93.2	11.2	82.0		63.2	132.4	13.1%	28.1%	58.8%	
2006	149.8	18.5	21.9	0.0	109.4	85.7	10.3	75.5		70.0	114.8	13.5%	32.8%	53.8%	
2007	151.5	17.3	22.0	0.0	112.2	93.3	11.2	82.1		74.2	120.1	12.8%	33.3%	53.9%	
2008	151.7	17.5	14.7	(3)	119.5	100.9	12.1	88.8		75.7	132.6	12.4%	31.8%	55.7%	
2009	146.3	18.6	14.2	(3)	113.5	99.3	11.9	87.4		79.3	121.6	13.2%	34.3%	52.6%	
2010	147.0	12.6	23.3	(4)(7)	111.1	142.1	(5,8)	17.1	125.1	81.9	(6)	154.4	11.2%	30.8%	58.1%
2011	161.2	20.0	(9b) 36.2	(7)	105.0	123.9	(5,8)	14.9	109.1	84.5		129.6	14.0%	33.9%	52.1%
2012	144.0	22.0	(9b) 21.7		100.3	104.4	(8)	12.5	91.9	80.4		120.1	14.7%	34.2%	51.1%
2013	144.2	17.1	(9b) 20.8		106.3	106.5	(8)	12.8	93.7	82.0		125.5	12.6%	34.5%	52.9%
2014	145.8	17.1	(9b) 21.1		107.6	109.2	(8)	13.1	96.1	83.6		127.5	12.5%	34.6%	52.8%
2015	181.4	19.8	(9b) 21.3		106.0	107.8	(8)	13.1	94.7	83.4		124.5	13.7%	34.6%	51.7%
2016	182.6	21.9	(9b) 21.5		30.6 (10) 108.6	107.7	(8)	12.9	94.8	64.2	(9c)	146.2	14.2%	26.2%	59.6%
2017	184.1	22.0	(9b) 21.8		30.8 (10) 109.5	113.5	(8)	12.9	100.6	66.5	(9c)	149.9	13.9%	26.5%	59.6%
2018	184.9	22.2	(9b) 22.0		31.2 109.5	114.1	(8)	13.6	100.5	65.1	(9c)	150.7	14.2%	25.9%	59.9%
2019	187.8	22.6	(9b) 22.4		31.6 111.3	117.0	(8)	13.7	103.3	69.9	(9c)	150.4	14.1%	27.2%	58.6%
2020	174.7	22.9	(9b) 20.5		28.7 102.6	115.5	(8)	14.0	101.5	66.4	(9c)	148.4	14.7%	26.4%	58.9%
2021 Budget	191.1	(9) 23.0	(9) 22.7	(9)	31.8 (9) 113.6	(9) 110.0	(8,9)	13.9	96.1	71.5	(9c)	151.6	14.2%	27.5%	58.3%

**State of New Hampshire Department of Transportation  
History of Highway Fund Revenue**

Unrestricted Revenue (Highway Funds)													Gov Forecast	Gov. Budget	Gov. Budget
	FY 2010		FY 2012		FY 2014		FY 2016		FY 2018		FY 2020	FY 2021	FY 2022	FY 2023	
Gas Road Tolls	\$ 123.7	\$ 125.0	\$ 124.9	\$ 123.3	\$ 124.7	\$ 125.8	\$ 123.6	\$ 124.6	\$ 126.1	\$ 127.5	\$ 117.6	\$ 114.4	\$ 123.7	\$ 124.9	
Motor Vehicle Fees	103.2	94.2	104.4	107.5	106.6	110.4	85.1	89.9	90.3	92.3	97.9	119.2	123.9	124.6	
\$30 Reg. Surcharge	38.9	29.7													
<b>Subtotal Road Toll &amp; Motor Vehicle Fees</b>	<b>265.8</b>	<b>248.9</b>	<b>229.3</b>	<b>230.8</b>	<b>231.3</b>	<b>236.2</b>	<b>208.7</b>	<b>214.5</b>	<b>216.4</b>	<b>219.8</b>	<b>215.5</b>	<b>233.6</b>	<b>247.6</b>	<b>249.5</b>	
Court Fines	8.0	8.2	7.8	7.0	7.2	6.8	6.9	6.2	5.7	5.7	5.1	4.3	4.5	4.8	
Miscellaneous	22.9	21.0	19.3	21.4	0.8	0.4	0.3	0.3	0.2	0.6	0.2	0.2	0.2	0.2	
Retro Turnpike Toll Credits *	12.7	2.1	1.4												
I-95 Sale	30.0	20.0	26.0	26.0	15.0	14.2	0.4								
Cost of Collections							25.1	28.7	28.1	26.2	28.0	32.2	30.3	31.7	
<b>Total Unrestricted Revenue - Highway Fund</b>	<b>\$ 339</b>	<b>\$ 300</b>	<b>\$ 284</b>	<b>\$ 285</b>	<b>\$ 254</b>	<b>\$ 258</b>	<b>\$ 241</b>	<b>\$ 250</b>	<b>\$ 250</b>	<b>\$ 252</b>	<b>\$ 249</b>	<b>\$ 238.1</b>	<b>\$ 252.3</b>	<b>\$ 254.5</b>	

Notes: Beginning in FY16 Cost of Collections was restricted and removed from Unrestricted Revenue.

In FY20 Plea by Mail revenue was moved from restricted (Safety Detective Bureau) to Unrestricted and amounted to \$5.6M.

Source: State CAFR Revenue Reports

\*Toll credits can be applied to projects retroactively, i.e., after project authorization. The Department received Federal revenue reimbursement for match funds paid in prior years with Highway Funds.

**Total Unrestricted Revenue - Highway Fund**



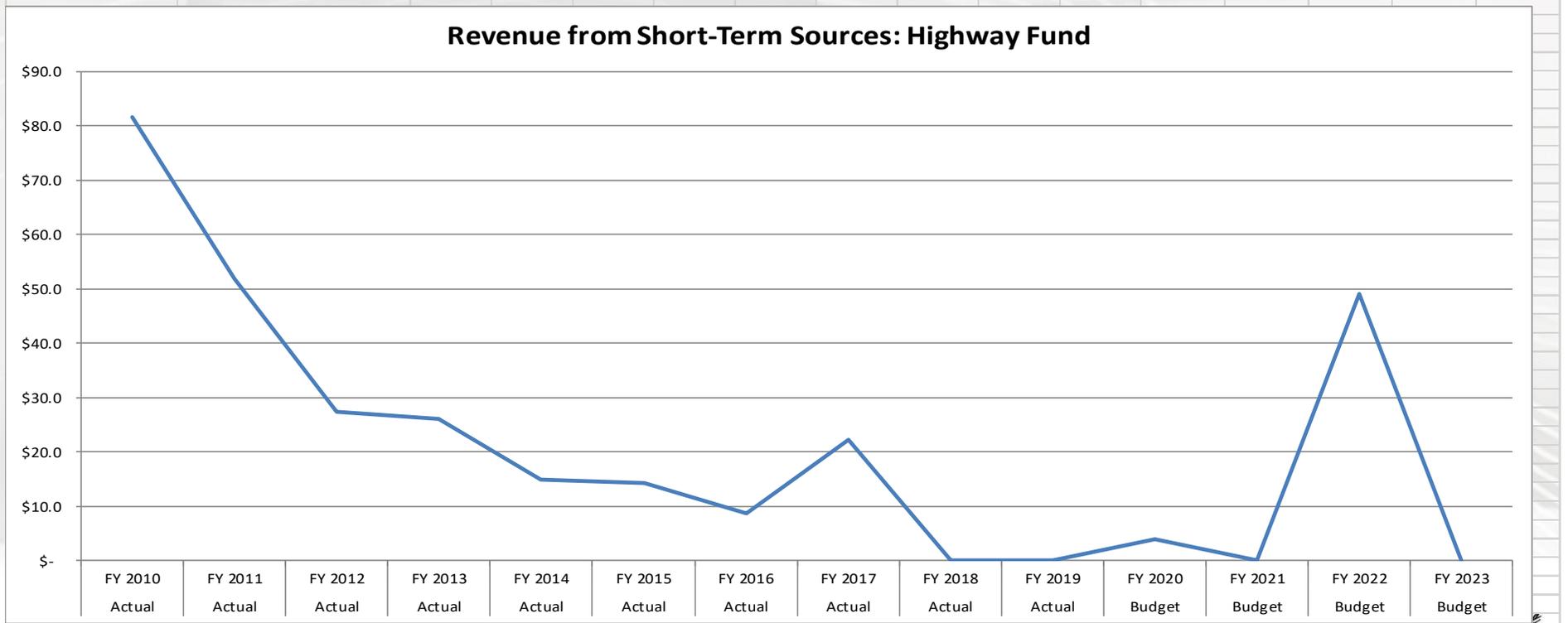
# History of One-Time Sources - Highway Fund Revenue

Unrestricted and Restricted Revenue (Highway Funds)															
	Actual FY 2010	Actual FY 2011	Actual FY 2012	Actual FY 2013	Actual FY 2014	Actual FY 2015	Actual FY 2016	Actual FY 2017	Actual FY 2018	Actual FY 2019	Budget FY 2020	Budget FY 2021	Budget FY 2022	Budget FY 2023	
\$30 Reg. Surcharge	38.9	29.7													
Retro Turnpike Toll Credits	12.7	2.1	1.4												
I-95 Sale	30.0	20.0	26.0	26.0	15.0	14.2	0.4								
SB367 for NHDOT Highway Operations							8.3	8.3							
General Fund Transfer to Highway Fund *								13.9			4.0		8.1		
Federal Relief Funds (CRRSAA)													41.0	-	
<b>Total Unrestricted/Restricted Revenue</b>	<b>\$ 81.6</b>	<b>\$ 51.8</b>	<b>\$ 27.4</b>	<b>\$ 26.0</b>	<b>\$ 15.0</b>	<b>\$ 14.2</b>	<b>\$ 8.7</b>	<b>\$ 22.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4.0</b>	<b>\$ -</b>	<b>\$ 49.1</b>	<b>\$ -</b>	

Source: State CAFR Revenue Reports

\* HB517 (HB2) Section 156:232, \$13.9M appropriated to the Highway Fund from the General Fund, effective June 30, 2017.

HB 4 Section 346:311, \$3.963M appropriated to the Highway Fund from the General Fund, effective June 30, 2019.



# SB367 Waterfall / TIFIA Debt Service

Fiscal Year	\$0.042 Dedicated Road Toll Increase <sup>1</sup>	Municipal Block Grant Aid (12% PY Revenue)	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing <sup>2</sup> for I-93	State Aid for Municipal Bridges	DOT Operating Budget	Transfer from FY 16 savings in Operating <sup>4</sup>	TIFIA Pledged Paving and Bridge Repair <sup>3</sup>
2015 Actual	\$34,317,587	-	\$100,000	\$9,117,587	-		\$25,100,000
2016 Actual	\$34,686,888	\$4,118,110	\$284,354	\$6,800,000	\$8,300,000		\$15,184,423
2017 Actual	\$34,974,610	\$4,162,427	\$473,303	\$6,800,000	\$8,300,000	\$4,000,000	\$19,238,880
2018 Actual	\$35,358,920	\$4,196,953	\$735,276	\$6,800,000	-		\$23,626,691
2019 Actual	\$35,808,375	\$4,243,070	\$1,297,686	\$6,800,000	-		\$23,467,619
2020 Actual	\$32,980,660	\$4,297,005	\$1,673,067	\$6,800,000	-		\$20,210,589
2021 Projected	\$31,208,756	\$3,957,679	\$2,142,856	\$6,800,000	-		\$18,308,221
2022 House Budget	\$32,812,500	\$3,745,051	\$2,215,000	\$6,800,000	-		\$20,052,449
2023 House Budget	\$33,140,626	\$3,937,500	\$2,215,000	\$6,800,000	-		\$20,188,126
2024	\$32,809,220	\$3,976,875	\$2,215,000	\$6,800,000	-		\$19,817,345
2025	\$32,448,318	\$3,937,106	\$2,215,000	\$6,800,000	-		\$19,496,212
2026	\$32,123,835	\$3,893,798	\$23,425,706	\$4,804,331	-		\$0
2027	\$31,802,597	\$3,854,860	\$23,425,706	\$4,522,031	-		\$0
2028	\$31,484,571	\$3,816,312	\$23,425,706	\$4,242,553	-		\$0
2029	\$31,169,725	\$3,778,149	\$23,425,706	\$3,965,871	-		\$0
2030	\$30,889,198	\$3,740,367	\$23,425,706	\$3,723,125	-		\$0
2031	\$30,611,195	\$3,706,704	\$23,425,706	\$3,478,785	-		\$0
2032	\$30,335,694	\$3,673,343	\$23,425,706	\$3,236,645	-		\$0
2033	\$30,062,673	\$3,640,283	\$23,425,706	\$2,996,684	-		\$0
2034	\$29,792,109	\$3,607,521	\$23,425,706	\$2,758,882	-		(\$0)
2035	\$0	\$0	\$0	\$0	-	-	\$0
<b>TOTAL</b>	<b>\$648,818,056</b>	<b>\$74,283,114</b>	<b>\$226,397,895</b>	<b>\$110,846,492</b>	<b>\$16,600,000</b>	<b>4,000,000.00</b>	<b>\$224,690,554</b>

<sup>1</sup> - FY2021, FY2022 and FY2023 Budget Based on Revised Revenue Projections from Safety 1/29/2021 and House Ways & Means Budget; FY2024 - FY2034 % reductions provided by Cambridge Systematics as part of the Road Usage Fee Study.

<sup>2</sup> - Actual/Projected debt service based on loan closing 5/24/2016.  
 - \$200M TIFIA Financing; 9 year deferral period for principal payments  
 - All-In True Interest Cost = 1.09%  
 - Includes \$20,000 annual TIFIA Administrative Fee.

<sup>3</sup> - Pursuant to SB367 requirements, funds identified will be allocated based on RSA 235:23-a, Highway and Bridge Betterment Account.

<sup>4</sup> - Savings realized in Highway Maintenance in FY2016 transferred to TIFIA Pledged Paving and Bridge Repair pursuant to CH 0324:10 116.

# DOT Requested Additional Needs Not Funded

## - Highway

- \$6.4M per year Fleet equipment increase to fund at recommended replacement criteria
- \$0.45M per year equipment for Bridge Maintenance and Traffic Bureaus
- Preventative Maintenance
  - \$0.9M per year Guardrail maintenance and repairs
  - \$1.7M per year Bridge washing
- Telematics devices, equipment and software maintenance for Mechanical Services of \$0.7M over biennium
- ITS device repairs and maintenance and consultant for TSMO Bureau \$0.31M over biennium
- Graffiti Removal \$0.40M over biennium
- \$2M per year for FHWA payback related to Conway Bypass

# Fleet Statistics Summary

## Fiscal Year 2021 Fleet Statistics as of July 1, 2020 Replacement Evaluation Criteria

Effective 7/1/2020, revised 11/16/2020		D	E	F	G	J	K
Category	Category Description	# Units	Approx. Replacement Costs (Total Fleet) (D x H)	# Exceeds Life Age or Usage	% of Fleet Exceeding Parameters	Current Replacement Class Totals (Sum of I)	Target Funding Level / Yr. (D/A x H)
<b>0963800</b>	<b>MECHANICAL SERVICES</b>	<b>1258</b>		<b>277</b>	<b>22%</b>		
EHDT	Trucks_ExtraHeavy Duty >45000#	70	\$ 17,378,000	20	29%	\$ 7,196,000	
HDT	Trucks_Heavy Duty > 20001#	260	\$ 41,855,000	70	27%	\$ 11,340,000	
MDT	Trucks_Medium Duty > 10001#	62	\$ 5,570,000	15	24%	\$ 1,345,000	
LDT1	Trucks_Light Duty < 8501#	141	\$ 2,953,000	28	20%	\$ 591,000	
LDT2	Trucks_Light Duty > 8501#	173	\$ 4,836,000	30	17%	\$ 862,000	
PASSAUT	Passenger Autos_	82	\$ 1,462,500	16	20%	\$ 285,500	
VB1	Vans & Buses_1 seats 9-20	2	\$ 68,000	0	0%	\$ -	
MEC	Mobile Equipment_Construction	146	\$ 20,668,000	92	63%	\$ 11,308,000	
TRE	Trailers_Equipment -Flatbed	8	\$ 80,000	2	25%	\$ 20,000	
TRENC	Trailers_Enclosed	2	\$ 50,000	2	100%	\$ 50,000	
AE	Associated Equipment_	312	\$ 7,790,000	2	1%	\$ 40,000	
	<b>Total=</b>		<b>\$ 102,710,500</b>		<b>Sub-Total=</b>	<b>\$ 33,037,500</b>	<b>\$ 8,896,863</b>
					<b>Planned FY20 &amp; FY21 Acquisitions</b>	<b>\$ 16,268,133</b>	
					<b>Total</b>	<b>\$ 16,769,367</b>	
Notes:	Approx. acquisition costs paid to purchase the current fleet <b>\$73.7 million</b>						
	Approx. depreciated value of the current fleet <b>\$36.4 million</b>						
	Column K: 'Target Funding Level / Yr.' represents a per year requirement for equipment replacement based on expected life.						
	Planned FY20 & FY21 Acquisitions include equipment ordered and in various stages of being placed in service.						
To catch up over time:							
1 yr	\$	16,769,367					
5 yrs		\$3,353,873					
10 yrs		\$1,676,937					
15 yrs		\$1,117,958					

# Fleet Equipment Appropriation and Investment History

Fiscal Year	1/2 Ton Pick-up	3/4 Ton Pick-up	6-wheel Cab & Chassis	10-Wheel Cab & Chassis	AU 3005 Class 30 Appropriations	Lapse or Reductions	Alternative Funding	Comments
2000	\$12,623	\$18,656	\$37,678	\$61,866	\$5,111,258			
2001	\$12,369	\$18,885	\$37,638	\$58,422	\$4,946,491			
2002	\$12,597	\$15,615	\$41,417	\$60,143	\$5,573,156			
2003	\$11,880	\$16,753	\$50,195	\$78,815	\$7,282,539			
2004					\$4,458,464	\$4,458,464		Mandated Freeze - Governor Benson
2005	\$11,500	\$19,200	\$55,299	\$98,710	\$4,643,206			
2006	\$12,540	\$18,331	\$55,333	\$91,846	\$4,500,000			
2007	\$12,741	\$18,887	\$58,634	\$89,042	\$4,500,000			
2008					\$3,500,000	\$3,458,564		Internal lapse - Hwy. Fund Deficit
2009		\$19,890	\$71,988	\$117,916	\$3,500,000	\$1,372,627		Internal lapse - Hwy. Fund Deficit
2010	\$14,769	\$19,940	\$74,581	\$109,544	\$3,510,000			
2011	\$14,829	\$19,807	\$83,073	\$116,225	\$3,500,000	\$0	\$2,990,000	\$2.99 M Transferred from the Highway Fund
2012			\$87,391	\$116,225	\$2,665,000	\$0		
2013		\$22,100	\$93,727	\$117,670	\$2,602,985	\$0		
2014		\$21,570	\$92,269	\$124,673	\$2,500,000	\$18,554	\$205,000	\$205,000 Transferred from Org. 3035 Bureau of Construction
2015		\$24,716	\$90,220	\$125,600	\$2,800,000	\$3,667	\$1,142,000	\$1,142,000 Transferred from the Highway Fund
2016	\$18,712	\$24,668			\$2,000,000	\$0	\$5,000,000	\$5.0 M Fund 30, Class 34 - HB 25 (Capital) Chapter 220, 15-220:2-III-H
2017	\$19,121	\$25,278	\$90,998	\$123,009	\$2,000,000	\$0	\$2,316,929	\$2,316,929 was transferred from FY2016 winter savings, L 2016 Chapter 324:8
2018	\$18,922	\$26,631			\$2,000,000	\$121,566	\$10,789,750	\$789,750 Federal DERA \$3,270,000 VW Funding \$106,250 State DERA
2019		\$26,985	\$90,430	\$121,980	\$1,986,000	\$164,411	\$3,407,465	\$31,215 Accident Recovery - AU 3031 \$10 M Fund 30, Class 34 - HB 25 (Capital), Chapter 146, 19-146:2IIA \$214,489 Fund 30, Class 34 - HB 25 (Capital), Chapter 146, 19-146:15II
2020					\$8,325,500	\$716,611	\$11,614,489	\$1,400,000 VW Funding
2021					\$8,894,500			\$50,000 Navistar Class Action Lawsuit
			10 year totals		\$30,379,485	\$1,024,809	\$37,465,633	\$66,820,309

# FY22-23 Budget Change Request

Fund	Funding	Accounting Unit	Class	Description	FY 2022 GOVERNOR'S RECOMMENDED	DEPARTMENT REQUESTED INCREASE/ (DECREASE) FY2022	TOTAL REQUESTED FY 2022	FY 2023 GOVERNOR'S RECOMMENDED	DEPARTMENT REQUESTED INCREASE/ (DECREASE) FY2023	TOTAL REQUESTED FY 2023
10	OTH	29910000	22	Rents-Leases Other than State	\$ 27,500	\$ 113,000	\$ 140,500	\$ 27,500	\$ 113,000	\$ 140,500
10	OTH	29910000	48	Contractual Maintenance Building-Grounds	\$ 20,000	\$ (13,000)	\$ 7,000	\$ 20,000	\$ (13,000)	\$ 7,000
10	OTH	29910000	009	Agency Income	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 100,000	\$ 100,000
New Project with the Department of Natural and Cultural Resources (DNCR) coordinated by the Department of Transportation. Agency Income revenue code 405921 \$100,000 from DNCR										
10	FED	20500000	37	Technology-Hardware	\$ 67,300	\$ 100,000	\$ 167,300	\$ 63,500	\$ -	\$ 63,500
10	FED	20500000	38	Technology-Software	\$ 16,000	\$ 100,000	\$ 116,000	\$ 26,000	\$ -	\$ 26,000
10	FED	20500000	72	Grants Federal	\$ 1,500,000	\$ 485,801	\$ 1,985,801	\$ 1,500,000	\$ -	\$ 1,500,000
10	FED	20500000	103	Contracts for Op Services	\$ 5,500,000	\$ 2,500,000	\$ 8,000,000	\$ 5,000,000	\$ -	\$ 5,000,000
10	FED	20500000	000	Federal Revenue	\$ 8,985,900	\$ 3,185,801	\$ 12,171,701	\$ 9,265,500	\$ -	\$ 9,265,500
Federal Transit Administration (FTA) funding from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)										
15	OTH	30280000	401	Land Interest	\$ 2,425	\$ 63,000	\$ 65,425	\$ 2,425	\$ 63,000	\$ 65,425
15	OTH	30280000	009	Agency Income	\$ -	\$ 63,000	\$ 63,000	\$ -	\$ 63,000	\$ 63,000
Expenditures for Alton Bay lease agreements. Agency Income revenue code 406912										